



DEPARTMENT OF THE ARMY
HEADQUARTERS, 1st INFANTRY DIVISION (M)
UNIT 26222
APO AE 09036

REPLY
ATTEN

AETV-BG-SY

28 Mar 2002

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Minutes of the 1ID Command Safety Council, 21 Mar 2002

1. The 1ID Command Safety Council meeting was convened at 1330 on 21 Mar 2002.

2. Members attending or represented at the meeting are listed at enclosure.

3. **Introduction and Administrative Remarks:** Mr. Walker opened the 1st Qtr. Command Safety Council by welcoming council members and introducing Mr. Egrenfried Dengler, the 417 BSB Safety Manager. Mr. Walker informed the council that there were still many safety challenges on the horizon that have major impact on Division soldiers, and that the Command Safety Council was an excellent forum to discuss potential solutions. He added that the number and severity of USAREUR accidents were on the rise, exceeding last year's poor record. He stated that unit accident reporting still remains a challenge. On average, Class C accident reports (DA Forms 285 AB-R) are not consistently reported to the Division Safety Office. In some cases, those accidents that are formally reported arrive two months late. This not only creates a problem in providing timely and accurate accident data to the CG, the safety staff cannot accurately target accident trends which may translate into a fatal accident to one of our BRO soldiers. Mr. Walker then directed the council's attention to the meeting agenda and the contents of the commander's supporting information packets.

4. **Commanding General's Opening Remarks:** MG Craddock began by reinforcing the importance of teamwork in safety. He said that it takes everyone's involvement to make our Division Safety Program work. The General added that the primary purpose for the Command Safety Council is to provide commanders with a forum for providing accident prevention information and to exchange ideas so that commanders can take it back to their subordinate leaders to help them understand: **1)** the seriousness of which the command approaches the issue of safety; **2)** the full impact and dangers our soldiers face on and off-duty, to enlighten commanders on the number and type of accidents that have occurred across the Division and USAREUR, and the importance of considering the safety of family members; **3)** that this is a means of education and information to help soldiers so that when they make decisions - to do or not to do something - they make informed decisions, so that they will fully understand the potential consequences of those decisions and the actions they take. He concluded by saying that the information shared in the Command Safety Council has great value because it will help

to protect our soldiers, family members and DoD civilians from the next serious or fatal accident in the BRO.

5. Risk Reduction Program: LTC Cruz provided the commanders with a brief presentation on 1st Qtr. risk reduction information and statistics. He informed the council on current risk reduction trends that were broken down into the following five categories: Crimes against persons; crimes against property; traffic accidents; alcohol offenses, and concluded with drug offenses. He concentrated his discussion on those categories that identified a shift in trend as compared to the previous quarter. He stated that there was no significant trend shift in the crimes against property category; the numbers remain unchanged from the previous quarter. However, in crimes against property, LTC Cruz said that there was a shift from damage/destruction of private property to larceny of private property. Based on the information available, he continued, the cause of the shift could not be determined. LTC Cruz added that despite the shift, the number of incidents were extremely low as compared to crimes against persons, and traffic accidents, etc. LTC Cruz stated that most larcenies were committed by SPC and below against property that belonged to other soldiers or local nationals. No trends in the types of property were identified. The types and amounts of property stolen included miscellaneous items such as cell phones, clothing items – not obtained during shoplifting, knives, gasoline, and dollar amounts under \$100.00. In the traffic accident category, he informed the council that there was no significant shift in trends from the previous quarter. Reports revealed that the primary causes were attributed to: excessive speed (secondary roads); SPC and below – but affected all ranks; off post, and privately owned vehicles. Alcohol was not a factor in any of these accidents. Trends in the alcohol offenses category were basically unchanged from the previous quarter. However he noted one exception - the inclusion of Friday as an offense day. In the 1st Qtr. report, trends revealed that most alcohol related offenses took place on Saturday and Sunday. LTC Cruz said that the reappearance of Friday as an offense day reaffirms the trend that the Division has experienced for the past eight months – most of the alcohol offenses continue to occur over the weekend. In the drug offense category, LTC Cruz informed the council that there was no shift or identifiable trend to report. He noted that the 1st Qtr of FY 02 marked the third quarter in a row that the Division has experienced low numbers in drug offenses. He noted that the downward trend in offenses was proportional to the number of packages submitted as reflected in the risk reduction program information. LTC Cruz added that as we continue to redefine what normal looks like, he recommended that the Division test at the same levels (99 samples per Qtr.) that were being done prior to the 911 incident. He concluded by stating that the Division is now down to 64 samples per Qtr. MG Craddock asked commanders if they felt that the risk reduction program was a useful tool for identifying problem trends in the units. COL Bellini recommended that the personnel responsible for putting the data together come out and educate battalion leadership on how to best use the information. He said that there are professionals in the ASG and BSBs to assist commanders in solving the problems. COL Hoffpauir added that the issue most often heard from his junior leaders, particularly at the squad and platoon leader level, is that the risk reduction program is good because it gives them a good idea of what to target in units. However, from an educational perspective,

the concern is how do these young leaders take proactive steps during counseling to get out ahead of potential problems to effectively pickup on or pinpoint "at risk" soldiers. These soldiers are asking for more education and training that will give them the skills to identify these kinds of soldiers in the various categories.

6. Engineer's HAZMAT Accident Briefing: COL Hoffpauir provided a short presentation on a HAZMAT accident that occurred in Oct 2001. He said that there were more serious fundamental issues to discuss than just the accident. He pointed out that the mishap was a formula of routine business coupled with complacency that created the accident sequence. He briefed that one of the engineer battalions attempted to haul some batteries to another location using a HEMMT. Enroute, the load shifted and five batteries fell out of the bed of the HEMMT and onto the autobahn entry ramp. A civilian car following the HEMMT struck one of the batteries. The front and undercarriage of the car were damaged. Fortunately, there were no injuries in the accident. The investigation revealed that no one ensured that the load was properly secured prior to transport and that no one knew whose responsibility it was to make sure that the load was checked prior to transport. COL Hoffpauir acknowledged that there were primary system failures and possibly other systemic weaknesses that contributed to the accident. According to the investigation, leadership and lack of discipline were primary contributors. The NCOIC did not take charge of the loading operation to ensure that the material was ready for safe transport IAW the ADR, European HAZMAT Transportation Regulations, and USAREUR HAZMAT Standards. The driver failed to check the load prior to transport. The wrong leader did the risk assessment. COL Hoffpauir also identified possible systemic weaknesses that might have contributed to the accident, too. COL Hoffpauir questioned whether or not the required personnel were getting the required HAZMAT Training that was necessary for a select group of soldiers to do their jobs. He declared that right now in the Division there are no requirements for PLL clerks and mechanics to have any kind of HAZMAT Certification. LTC Murray responded by saying that there was a distinct difference between training and certification. COL Hoffpauir followed up by asking for clarification on what standard will be used to ensure that the appropriate soldiers are trained on handling and transporting HAZMAT in Europe. Mr. Dengler, the 417th BSB Safety Manager and Hazardous Cargo Advisor, discussed the differences between HAZ 11 and HAZ 12 training. He informed the council that the HAZ 11 course is dedicated to hazardous cargo drivers. The HAZ 12 course is a two-week course dedicated to train soldiers to become unit HAZMAT advisors on packaging and transportation requirements. He also stressed that one of the major problems that he has experienced at the 417 BSB is that there are not enough HAZ 11 and 12 certified soldiers in units that can certify packaging and HAZMAT shipments for deploying units. Mr. Dengler continued by emphasizing that HAZ 12 trained soldiers are also required to provide HAZMAT training to unit personnel at least once a year. Mr. Dengler concluded by stating that USAREUR, ODCSLOG is currently working on the new USAREUR Reg 55-4, a combined USAREUR and European Hazardous Material Transportation standard (ADR). This standard will address the responsibilities of all parties when it involved packaging and transportation of hazardous material in Europe. MG Craddock added that we are doing well in HAZ 11 training but that we are not doing as well in training soldiers in HAZ 12. He emphasized

the importance of understanding the requirements for packaging and transporting hazardous materials on European roads.

Issue: Are PLL clerks and mechanics required to be trained in HAZMAT, and if so is there an established written requirement.

Action: Working with USAREUR HAZMAT Safety to resolve the issue.

Issue: What standard is used to ensure that the appropriate soldiers are trained in handling and transporting HAZMAT in Europe?

Action: Working with USAREUR HAZMAT Safety to resolve the issue.

7. 2nd Brigade Accident Briefing: LTC Everson provided a brief presentation on two recent accidents that occurred in the Brigade. The first accident involved two M1 tanks that collided on one of the GTA tank trails. The other M1 tank accident involves fire damage to a tank's driver compartment while it was in tow. In tank collision accident, LTC Everson stated that there were three points of failure where leadership could have prevented the collision: **1)** The TC failed to slow his driver down and pay closer attention to detail while passing other vehicles especially while moving in a congested area. **2)** The TC did not train the tank driver on how to properly bring the vehicle safely under control in the event that it slides off the shoulder of the road. **3)** The TCs of both tanks failed to recognize an unsafe situation created by congestion and failed to take special measures to reduce risk as vehicles passed. In the case of the M1 tank driver's compartment fire, LTC Everson stated that an M1 tank was being towed by another M1 tank without the proper heat shield in place. The driver's vision blocks were removed from the tank in tow, and the holes were stuffed with rags. He said the high exhaust temperature from the towing tank ignited the rags, causing heat damage to the driver compartment: ECOD \$30,000.00. LTC Everson stated that the primary causes of the accident were attributed to the following: **1)** Personnel on site did not adhere to the correct procedures for towing an M1 Tank with another M1 Tank. **2)** Personnel on site did not have the proper equipment (heat shield) to conduct towing of an M1 Tank with another M1 Tank. He also addressed the following failures where leadership could have prevented the accident: **1)** Personnel responsible did not ensure that the proper equipment was available on site to support M1 Tank towing operations with another M1 Tank. **2)** Leader used poor judgment in substituting the heat shield with combustible material (rags). **3)** Proper M1 Tank towing standards were not implemented and enforced.

8. Division Aviation Accident Trends Comparison for FY01 and FY02: COL Pate provided the council with a look at aviation accident trends for FY02 as compared FY01. He pointed out that in FY01 the Division experienced a total of three Class C accidents; two Class D accidents and 20 class E accidents. There were no Class A or B accidents in FY01. However he continued, so far in FY02, the Division has experienced two Class B accidents; one Class D, and 10 Class E accidents. The increase in Class B accidents was attributed to one AH-64 blade strike that occurred during night operations while

participating in Victory Strike II in Poland, ECOD \$392,099.60. The other Class B accident was attributed to an OH-58D that drifted into some trees, ECOD \$693,569.36. COL Pate pointed out that the primary cause of these Class B accidents was a drop in discipline and standards in the cockpit. Then he addressed USAREUR Aviation Data. COL Pate said that since the start of the FY02, USAREUR has experienced seven accidents: two Class A, three Class B, and two Class C accidents. The Class A accident involved an AH-64 that was participating in Victory Strike II. The Class B accidents involved OH-58D aircraft. There were five tree strikes that were all attributed to poor situational awareness. COL Pate then moved to aviation accident prevention recommendations. He said that the main issue was not that pilots need more time spent on individual training. COL Pate established that right now, the unit is spending 75 to 80% of its RL time in individual training tasks. He said the issue is the discipline of the individual task while undergoing complex combat simulation and combat operations. In each of the accidents that have occurred, the crews were fixated on individual internal tasks and lost sight of the discipline to conduct crosschecks for other required tasks. He added that these cause factors were evident in all the Division and V Corps aviation accidents. The second accident prevention measure that he discussed was to train and re-enforce standards constantly and consistently at all times by the pilot in command to avoid cockpit saturation. The final corrective measure he discussed was the importance of educating leaders at all levels on risk assessment methods and authority levels. This is not only to ensure the proper level of authority for sign off of high risk, but it will help to make sure that each leader understands the message and ramifications of both their verbal intent and that their actions must back it up i.e., do everything safe and take all the time you need; but if you don't finish in X amount of time, you will be humping ammo to the FARP. This places unintended emphasis on the task at hand.

9. Army, USAREUR and 1ID Class A Ground Accident Statistics: Mr. Walker provided a breakdown comparison of Class A accidents that have occurred across the Army, USAREUR and 1ID for the period of 1 Oct 01 - 11 Mar 02 as compared to the same period during the past three years. The statistical data was broken down into five **Class A Accident Categories:**

- Army and 1ID Ground Class A Accidents (On and Off-duty)
- Army and 1ID Ground Class A Accidents (On-duty)
- Army and 1ID Off-Duty Privately Owned Vehicles (POV) Class A Accidents
- Army and 1ID Ground Class A Accidents Rates (On and Off-duty)
- Army and 1ID Accidental Army Military/Civilian Fatalities (Ground Accidents).

Mr. Walker stated that in the On and Off-duty Accident Category, Army accidents have increased by 18.2% from FY 01 data, with two more Class A accidents than last year. Rates show a 5.7% decrease in Army off-duty accidents. 1ID On-duty Class A

Accidents remains unchanged for FY01 and FY02. Off-duty accidents were in the minus.

In the Class A On-duty Category, the Army data reflects a 100% increase in AMV Class A Accidents from the previous year, by three accidents. Total Army On-duty Accidents reflect an 18% increase from the FY01 accident experience. 1ID On-duty Accidents remain unchanged from FY01, remaining at 1 for each FY. In FY02 one German civilian received fatal injuries resulting from an Army operation. Two other German civilians were killed during FY2000 that also resulted from Army operations.

In the Class A Off-duty POV Category, Army POV Class A Accidents, their associated rates, and the number of military fatalities have all increased compared to the previous year. 1ID POV Accidents show one accident thus far in FY02 as compared to a total of three that occurred in FY01. Three German civilians were killed as a result of soldier related POV accidents that occurred in FY01. Two more German civilians were also fatally injured in the 1st Qtr of FY02 as a result of 1ID soldier related POV accidents.

Army Ground Class A Accident Rates for On and Off-duty reflect an 18.2 increase for FY02 as compared to the previous year. In the 1ID Ground Class A Accident Rates Category, the FY02 vs 3 yr. average is up 34%. FY01 rates were elevated due to three Fatal POV accidents and one forklift.

In the Army Military Fatalities Ground Accident Category, the total number of On and Off-duty Army Accidents resulting in fatalities stands at 64: 12 On-duty, and 52 Off-duty. The on-duty fatal accidents remain unchanged from the previous year. However, all other percentage comparisons are in the minus. The total number of 1ID accident fatalities that have occurred in FY02 stands at three: One German civilian on-duty, and two off-duty soldier fatalities (two German civilian females were also killed in this accident) resulting from the same POV accident.

USAREUR Accident Statistics reflect an increase in the number and severity of accidents that have occurred across the command. In the 1st Qtr. alone, USAREUR experienced five Class A Ground Accidents: two accidents involved AMVs and 3 accidents involved POVs. Only 10 Class C accidents were formally reported to USAREUR during the quarter. Mr. Walker reemphasized the importance of conducting investigations on all Class C accidents and formally reporting them on a DA Forms 285 AB-R, Army Ground Accident Report, (AGAR). There were no Class B accidents to report.

Next, he provided a graphic view of each of the three fatal on-duty accidents, and POV fatal accidents that have occurred over the last three years. Two of three on-duty accidents involved German civilian fatalities that occurred as a result of Army operations. The other accident involved a soldier who was fatally injured when the forklift he was operating overturned. Mr. Walker expressed concern for the forklift driver-training program. He informed the council that federal law requires the Army to comply with OSHA Standard 1910.178 I(1) Powered Industrial Truck (PIT) training requirements. He added that useful PIT training information is located on the 1ID

Safety Web Site: www.1id.army.mil/safety/home.htm. Mr. Walker continued by providing the council with a brief look at the number of accidents that occurred, by unit, during the 1st Qtr. of FY02. He said that 29 of 40 accidents reported across the Division occurred during training at CMTTC. 71% of those accidents, were training related. An accident synopsis for each accident was provided in each commander's packet. Mr. Walker added that the estimated cost associated with 1st Qtr accidents soared to \$490,000.00. Mr. Walker also briefly addressed 1ID POV cumulative accident data. Using graphic information, he declared that with the exception of the fatal POV accident that took place at the beginning of the 1st Qtr, there were no other POV accidents reported. He urged commanders, however, not to let up on POV accident prevention initiatives. Historically, he continued, the 3d and 4th Qtr periods are when our 1ID soldiers are most vulnerable to become involved in a serious or fatal POV accident. He also asked that commanders pay special attention to their motorcycle riders; they are no exception to the 1ID POV historical accident trends.

10. **USAREUR Red Team:** Mr. Walker briefly addressed the purpose of the Red Team and USAREUR safety initiative that are under consideration for implementation across the command. He said the Red Team is made up of a group of USAREUR staff members and USAREUR MSCs, whose mission is to address policies and procedures to reduce the number of serious accidents in USAREUR. Then Mr. Walker discussed USAREUR FY 02 accident trends and proposed safety initiatives currently under consideration. MG Craddock asked that commanders write out their thoughts or recommendations on the proposals, and provide them to the Division Safety Office so that they can be forwarded to V Corps for consideration.

11. **Division Safety Stand-Down:** Mr. Walker informed the council members that the CG directed 3d Qtr Safety Stand-Down Training Material is located on the 1ID Safety Web Site. He said that the material is tailored specially to enhance safety awareness and help reduce current accident trends in the Division. Mr. Walker added that the training has a Purpose, Focus and Goal. He asked the council members for ideas and suggestion on how the Division Safety Staff could make the training more effective or useful to BRO Soldiers. **None were offered!**

12. **Mandatory Pre-command Safety Course:** Mr. Walker briefly discussed the new mandatory requirements for the pre-command safety course and whom it will affect. He said it's a 24 academic hours, self-paced, distance learning safety course that will take effect sometime in FY02. Newly selected battery/company through brigade commanders will take this course. The purpose of the course is to provide commanders with the tools and knowledge to implement a unit safety program. According to a Field Artillery news article, the CSA wanted to develop a course to help commanders to better identify hazards and reduce needless accidents. He also wanted a course that would qualify an officer, SGM or ISG to perform safety program duties and invigorate risk management programs and training. TRADOC stated that the course is not available at this time but would provide Army wide notification once the course becomes available. Mr. Walker concluded his comments and opened the floor for comments or suggestions from commanders.

13. MG Craddock's Closing Remarks: MG Craddock closed the meeting by underlined the importance of the Command Safety Council. He said that it is essential that commanders and leaders identify and fix safety issues and challenges that impact BRO Soldiers and the Division's mission to prevent unnecessary accidents. He added that as our soldiers prepare to deploy for KFOR 4A, it is especially important that commanders' focus on driver discipline and the inherent hazards associated with road conditions in the Kosovo Region. The CG said that we must take pro-active steps to prevent potential AMV and NTV accidents. Commanders must ensure that soldiers buckle their seatbelts while operating or riding in an AMV or NTV. During the KFOR 3A Rotation, one soldier was killed and another was permanently disabled in separate AMV accidents that occurred within two days after initial entry into the Kosovo region. **There is no exception – Buckle-Up! Your life may depend on it!** MG Craddock thanked everyone for attending and promptly adjourned the meeting.

1Encl
Attendees


DONALD E. WALKER
Safety Manager/Recorder

Distribution:
1- each council member
1- V Corps Safety
1- USAREUR Safety
1- 1st Armor Division

Enclosure

1st Infantry Division Command Safety Council Attendance Roster-31

MEMBERS ATTENDING:

Commanding General- MG Craddock
ADC-M- BG Combest
ADC-S- BG Lute
Chief of Staff- COL Vangjel
G3- LTC Murray
G4- LTC Akin
1ID Safety Director- Mr. Walker
1ID Safety NCO- MSG Weeks
2nd BDE- LTC Everson
3d BDE Commander- COL Henry
Engineer BDE Commander- COL Hoffpauir
4th BDE Commander- COL Pate
DISCOM Commander- COL Bellini
DISCOM CSM- CSM Hall
DIVARTY Commander- COL Johnson
DIVARTY XO- MAJ Merkel
DIVARTY CSM- CSM Donohue
4/3 ADA Commander-LTC Johns
101 MI – LTC ST. CYR
¼ CAV Commander- LTC McMaster
121 SIG Commander- LTC Lister
1st MP CO.- CPT Gabavics
1st MP CO.- 1SG Brown
Staff Judge Advocate- MAJ Lawson
Div HHC Commander- 1SG Cooke
Division Chemical Officer- CPT Anderson
Division Surgeon- LTC Wempe
Division Provost Marshal- LTC Cruz

GUEST ATTENDING:

Mr. Dengler- 417th BSB SAFETY OFFICE
1LT Gillespie- HHC DISCOM.
1LT Ham- 101 MI